DECEMBER, 1967

THE Signalman's JOURNAL

Season's Greetings

Seasons Greetings

The coming of Christmas and the celebration of the birth of Christ always brings joy to our hearts and a feeling of good will and peace replaces our feelings of dissatisfaction and restlessness.

The coming of the New Year and the passing of the old gives us the opportunity to start anew, and our hearts and minds are inspired by hope and anticipation of what lies ahead.

During 1968 and the coming years we will continue in our efforts to achieve for our members gains which they rightfully deserve. Confident of the continued support of our membership, we face the challenges ahead.

We hope the New Year will bring peace and understanding throughout the world and that once again families may be re-united and live without fear.

Your Grand Lodge Officers extend to all of the members of our Brotherhood and to their families, a most sincere wish that the joy and happiness of Christmas and the hope of the New Year will remain with you, not only during this holiday season, but always.

May this Christmas be your merriest and this New Year your happiest!

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Secretary-Treasurer

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Vice President

C. S. Chandler
Vice President

M. B. Frye
Vice President

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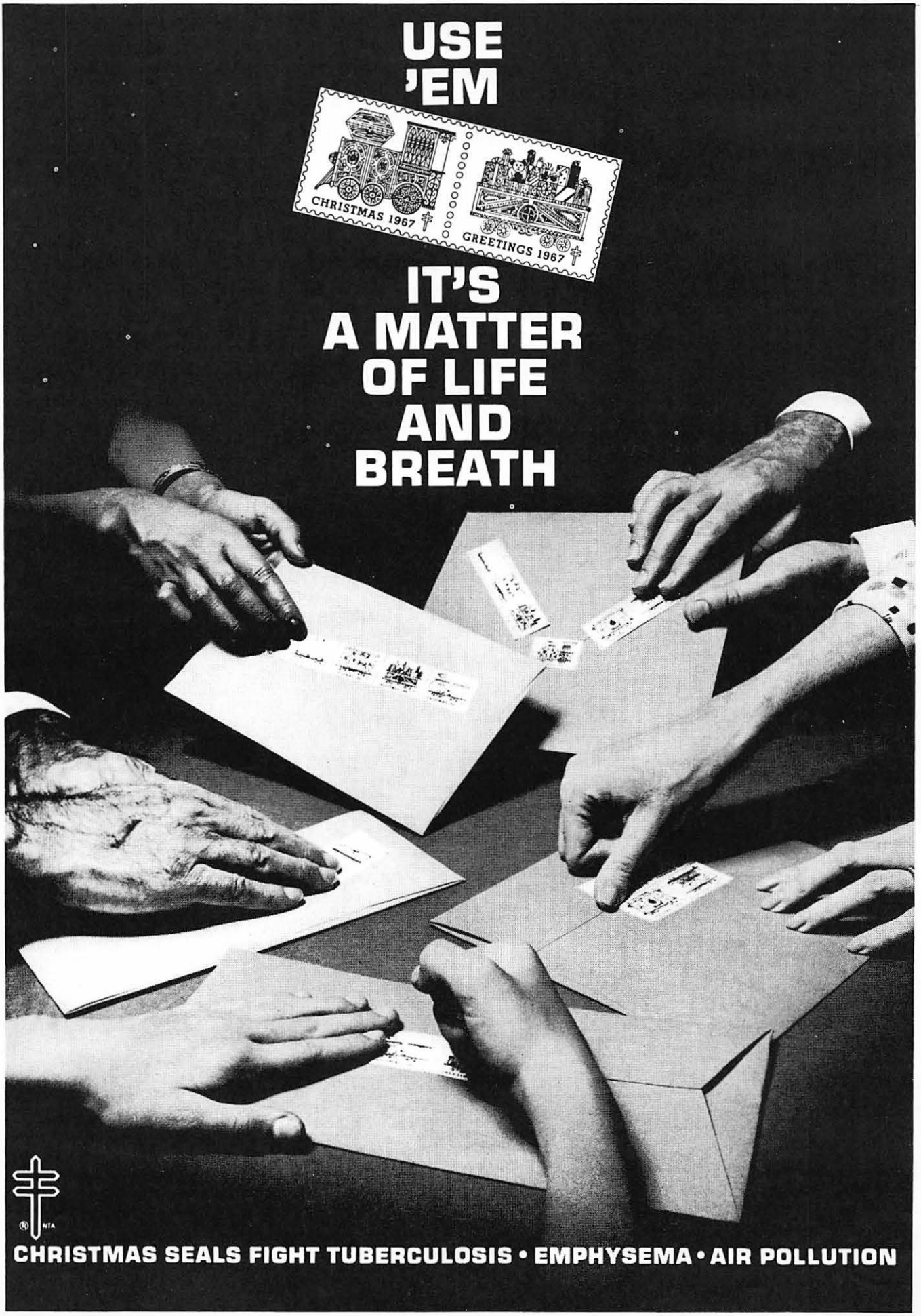
USE 'EM
CHRISTMAS 1967
GREETINGS 1967
IT'S A MATTER OF LIFE AND BREATH
CHRISTMAS SEALS FIGHT TUBERCULOSIS • EMPHYSEMA • AIR POLLUTION

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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2247 Lawrence Ave., Chicago, Ill. 60625

DECEMBER, 1967

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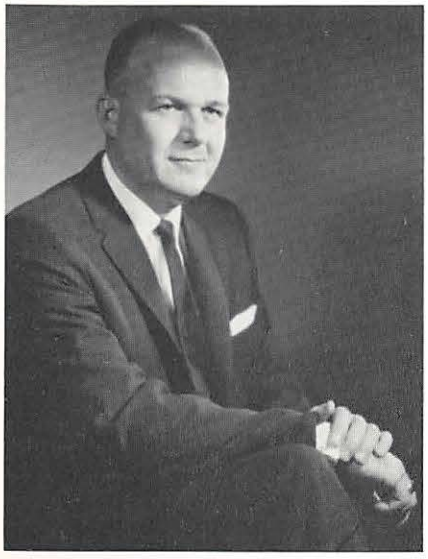
INTERNATIONAL LABOR PRESS AFL-CIO ASSOCIATION

A Message From President C. J. Chamberlain



President C. J. Chamberlain

AT THIS TIME of the year we traditionally look back over the past twelve months to review what has transpired, and then we usually resolve to do or not to do certain things in the coming year.

It occurs to us that a good trade unionist should take a good look at the past twelve months and ask himself: "What have I accomplished and contributed to the good or welfare of my union, the Brotherhood of Railroad Signalmen? Have I been faithful in attending the Local meetings? Have I been willing to serve on a Committee? Have I served as one of the Local Officers? Is my union stronger and better because of me?"

These are but a few of the questions that should be asked. Whether the answers to the foregoing questions are in the affirmative or negative, it behooves each one of our members to look ahead to the coming months and firmly resolve to be an active member and support his Local, General Committee, and Grand Lodge in our mutual endeavors to secure higher wage rates commensurate with our skills, improvements in our health and welfare plan, improved job stabilization agreement, and accident insurance and sick leave benefits.

All of these items are involved in national moves which are either now in progress or will be initiated shortly after the first of 1968. The year 1968 will see our Brotherhood embark on its own individual wage move which will be designed to correct the present inequities in our present wage structure.

If we are to be effective in our endeavors to secure all of the foregoing benefits, we must have the complete loyalty, counsel and participation of all of our members.

We, the members of the Brotherhood of Railroad Signalmen perform a vital function in the railroad industry. For this skilled service, we are entitled to wages and fringe benefits comparable to those received by skilled craftsmen in outside industry. For too long we have lagged behind and for too long we have been content with status quo. It is against this background that we move into the New Year. It should be understood by all that we are the same Brotherhood of Railroad Signalmen and union members that we were in 1966. Our principles have not changed but are reavowed with determination to get moving toward those goals which were set by our 1967 Convention delegates.

As you face the New Year, let each of you rededicate yourself to the principles of good trade unionism, be an active member, participate in your Local affairs, and remember every improvement in working conditions and wages, every success scored by your union, had its beginning at a union meeting.

With this pledge of support, I am confident that 1968 will hold forth new promise and new victories which will be for the benefit of all.

Now She Can Save Them from Rheumatic Fever

Rheumatic fever and rheumatic heart disease, once childhood's greatest health enemies, now can be prevented by controlling "strep" infection.

This is another life-saving victory that your Heart Fund dollars helped to achieve.

For more information write your local Heart Association. For more medical advances against the heart and blood vessel diseases . . .

GIVE . . . SO MORE WILL LIVE HEART FUND ®

B of RS Annual Financial Report

THE FISCAL YEAR OF THE Brotherhood of Railroad Signalmen ended June 30, 1967, and in accordance with the provisions of Article I, Section 59, of the Constitution, we have followed the instructions of the Grand Board of Trustees and submitted the records of Grand Lodge to the firm of Olson and Abney for our annual audit. The report has been received from our auditors and on September 28, 1967, a copy of the report was sent to each Recording Secretary of our Subordinate Lodges. For the benefit of our entire membership, the report is reproduced on the following pages.

The report shows that our General Fund income for the year from all sources totals $462,365.28. This represents a decrease of $104,301.19 compared to the $566,666.47 General Fund income received for the year ended June 30, 1966. However, the income for the year ended June 30, 1966 included the Special Assessments levied during the fiscal year which totaled $101,900.35.

Our Contingent Fund balance increased from $87,360.83 on June 30, 1966, to $131,055.66 on June 30, 1967, a gain of $43,694.83. During the fiscal year ended June 30, 1967, strike benefits amounting to $14,943.32 were paid to our members who are on strike against the Florida East Coast Railway. Our records show that Grand Lodge has spent more than $210,000 of our Brotherhood's funds to pay for our share of carrying on the Florida East Coast strike and providing assistance to our Florida East Coast members.

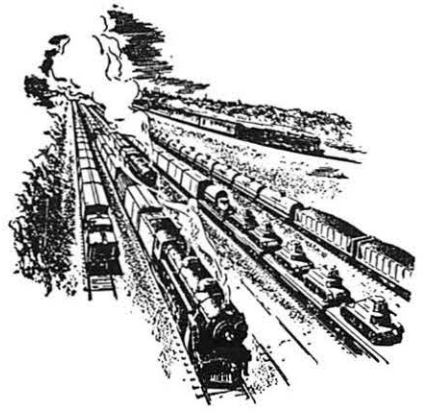
At the present time, we are paying strike benefits to, and/or insurance premiums for, 15 of our members who are still manning the picket lines. The strike has been in progress for more than four and one-half years and it is our intention to provide all the necessary assistance to our Florida East Coast members until such time as the strike is brought to a successful conclusion.

Our Building Fund income for the fiscal year totaled $9,915.36. Our present Building Fund allocation of 15¢ a quarter per member makes it possible for us to maintain our headquarters in good condition and pay for its operation, including payments for utilities, depreciation, etc.

By P. T. Drummond
Secretary-Treasurer

The Signalman's Journal Fund increased from $5,165.85 at the beginning of the fiscal year to $8,459.76 on June 30, 1967. However, this increase was possible because the duties of the Editor and Manager were absorbed by the Vice President assigned to headquarters on October 1, 1966. During this period, the Vice President assigned to headquarters was not paid salary from the Signalman's Journal Fund and it is apparent that if the Editor-Manager's position had been paid from the Journal Fund, it would have been impossible to continue publication of the magazine.

The Delegates to the Brotherhood's Convention held last August in Chicago, Illinois, voted to increase the allotment to the Signalman's Journal Fund from 45¢ to 60¢ a quarter per member and this should put the Journal on a sound financial basis as it is evident that Grand Lodge officers assigned to headquarters cannot continue to perform the work connected with the Journal in addition to their own duties. As this is written, Secretary-Treasurer P. T. Drummond is performing the duties associated with the Journal as he did when he was Vice President assigned to headquarters. It is our intention to assign these duties to other personnel as soon as someone can be trained.



The year ahead will be a difficult one that will involve a great deal of expense by your Organization. We are confident that our members will meet any occasion which may arise. Our Organization will serve notices on the Carriers on or about March 1, 1968 for wage increases for our members. While joint movements are less expensive, we believe our members want wage movements to be made for our members alone and this is the pattern we will follow during the coming years. We feel this course will result in the skills of our members being recognized and a rate of pay commensurate with their responsibilities will become a matter of fact.

At this time we wish to thank our Local Lodge and General Committee Officers for their cooperation and untiring efforts. We also appreciate the loyal support of our members who make up the backbone of our Brotherhood.

Statement Issued By Olson & Abney, CPA

We have examined the balance sheet of the Brotherhood of Railroad Signalmen (a voluntary unincorporated organization) at June 30, 1967, and the related statement of income and capital of the several funds for the year then ended. With the exception that we did not communicate directly with the members for the purpose of verifying the amounts of per capita tax and other fees, our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such

other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statement of income and capital of the several funds present fairly the financial position of the Brotherhood of Railroad Signalmen at June 30, 1967, and the results of its recorded transactions for the year then ended in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Cash on deposit together with funds on hand at June 30, 1967 and 1966, are compared in the following summary:

	June 30 1967	1966
General Fund	$371,092.29	$368,667.57
The Signalman's Journal Fund	8,762.99	6,621.36
Contingent Fund	120,919.66	77,124.80
Building Fund	3,582.38	5,548.30
	$504,357.32	$457,962.03

Brotherhood of Railroad Signalmen

Balance Sheet—June 30, 1967

ASSETS	Combined	General fund	The Signalman's Journal fund	Contingent fund	Building fund
Current Assets:					
Cash	$504,357.32	$371,092.29	$ 8,762.99	$120,919.66	$ 3,582.38
Securities—at cost	88,166.35	78,166.35		10,000.00	
Accounts receivable:					
Accrued interest	1,243.83	1,107.83		136.00	
Building fund	477.87	477.87			
Others	937.38	937.38			
Prepaid expenses	3,537.87	3,243.41			294.46
Total current assets	598,720.62	455,025.13	8,762.99	131,055.66	3,876.84
Fixed Assets:					
Land—at cost	12,000.00				12,000.00
Building—at cost $146,512.77					
Less reserve for depreciation 28,084.93	118,427.84				118,427.84
Office furniture and equipment—substantially at cost 43,217.77					
Less reserve for depreciation 32,810.90	10,406.87	10,406.87			
Total fixed assets	140,834.71	10,406.87			130,427.84
Other Assets:					
Interest in the Labor Cooperative Educational and Publishing Society—at cost	1,062.50	1,062.50			
	$740,617.83	$466,494.50	$ 8,762.99	$131,055.66	$134,304.68
LIABILITIES					
Current Liabilities:					
Accounts payable:					
General	$ 477.87	$	$	$	$ 477.87
Other	5,934.17	5,913.59	3.08		17.50
Accrued payroll taxes	6,612.31	6,312.16	300.15		
Accrued real estate taxes	2,410.27	2,410.27			
Total current liabilities	15,434.62	14,636.02	303.23		495.37

Capital:					
Exhibit B	451,858.48	451,858.48			
Exhibit E	8,459.76		8,459.76		
Exhibit F	264,864.97			131,055.66	133,809.31
	$740,617.83	$466,494.50	$ 8,762.99	$131,055.66	$134,304.68

Exhibit B

General Fund

Statement of Income and Capital
Year Ended June 30, 1967

Income:		
Per Capita tax		$434,800.07
Initiation fees		4,360.50
Grand Lodge dues		1,176.58
Special assessment to recover Florida East Coast Railroad strike costs		1,295.03
Supplies and postage		4,156.91
Interest and dividends		14,654.74
Subordinate lodge bonds—net		676.00
Sales of training books		1,152.95
Special assessment #3		50.00
Charter fee		40.00
Sale of used office equipment		2.50
		$462,365.28
Expenses (Exhibit C)		446,077.76
Net Gain		16,287.52
Capital—June 30, 1966		435,570.96
Capital—June 30, 1967		$451,858.48

Exhibit C

General Fund

Statement of Expenses
Year Ended June 30, 1967

Salaries:		
Grand lodge officers (11)		$ 85,279.96
Grand lodge representatives (6)		61,682.00
Special representatives		222.20
Office employees (9)		55,946.27
Traveling expenses:		
Grand lodge officers		33,395.22
Grand lodge representatives		13,013.57
Special representatives		639.15
Pensions—retired Grand lodge officers		1,397.00
Office supplies and stationery		8,453.00
Postage		5,315.34
Telephone and telegraph		5,882.78
Negotiating committee—Railway unions (Canada)		2,854.72
1966 rules and wage movement		1,765.49
Railroad retirement tax		12,567.25
Unemployment insurance tax		4,513.61
Railway Labor Executives' Association		12,960.00
Per capita dues and special assessments:		
A.F.L.-C.I.O.		9,124.70
Canadian Labour Congress		1,430.00
Maintenance of office equipment		677.19
Railway publications and statistical data		857.35
1961 rules and wage movement		2,500.00
Printing of awards		2,906.59
Membership cards		433.00
Florida East Coast—workers defense fund		950.00
Rent:		
Winnipeg, Manitoba, Can.	$ 300.00	
Montreal, Canada	482.50	
Bristol, Tennessee	350.00	
St. Louis, Missouri	480.00	
Washington, D. C.	1,802.68	
Denver, Colorado	540.00	3,955.18
Attorney fees		6,724.60
Accounting fees		975.00
Fidelity bonds—Grand lodge		261.33
Building expense—real estate taxes		4,892.45
Insurance		1,791.96
Contributions		60.00
International executive officers expense		213.50
Express charges		22.45
Group insurance		7,758.89
Flowers		142.95
Canadian Railway Labour Executives Assn.		337.80
Safety deposit box rental		5.00
Personal property taxes		33.28
Moving equipment		104.49
Training books		537.00
Exchange and duty		536.31
1967 Convention		2,780.52
Employment agency fee		327.60
General committee refunds		973.06
Depreciation		1,691.06
AFL-Secretary-Treasurers' conference		50.00
		358,940.82
Allocations to other funds:		
Signalman's Journal fund (Exhibit E)	$ 21,812.05	
Contingent fund (Exhibit F)	55,656.84	
Building fund (Exhibit F)	9,668.05	87,136.94
		$446,077.76

Expenses paid through the Grand Lodge Secretary-Treasurer's petty cash fund are included above. Documents supporting reimbursements of the fund were test checked and appeared to represent items properly chargeable to the Lodge.

Exhibit E

The Signalman's Journal Fund

Statement of Income and Capital
Year Ended June 30, 1967

Income:	
General Fund allocation	$ 21,812.05
Advertising	8,667.94
Subscriptions	205.25

Interest on savings account		41.70
Miscellaneous		1.25
		30,728.19
Expenses:		
Publication costs:		
Printing and mailing	$ 21,283.47	
Articles	564.00	$ 21,847.47
Salary—Manager		3,739.32
Expenses of manager		571.04
Stationery and supplies		20.59
Railroad retirement tax		179.76
Unemployment insurance		64.00
Subscriptions and books		150.00
Postage		152.50
Camera supplies		197.16
Group insurance		80.28
Transportation		336.17
Binding volumes		54.50
Insurance		13.21
Cost of obtaining advertising		28.28
		27,434.28
Net gain		3,293.91
Capital—June 30, 1966		5,165.85
Capital—June 30, 1967		$ 8,459.76

Exhibit F

Contingent Fund

Statement of Income and Capital
Year Ended June 30, 1967

Income:		
General fund allocation		$ 55,656.84
Interest on bank deposits and savings bonds		2,936.31
Florida East Coast contributions		45.00
		58,638.15
Expense:		
Strike benefits		14,943.32
Net income		43,694.83
Capital—June 30, 1966		87,360.83
Capital—June 30, 1967		$131,055.66

Exhibit G

Building Fund

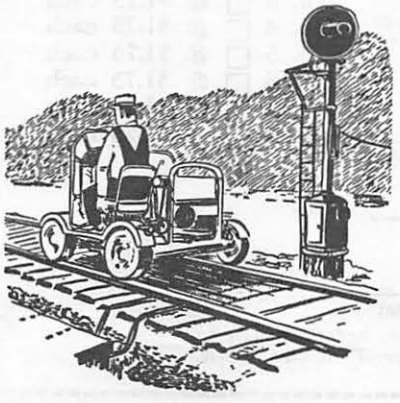
Statement of Income and Capital
Year Ended June 30, 1967

Income:		
General fund allocation		$ 9,668.05
Interest on savings account		247.31
		9,915.36
Expenses:		
Trustees' fees for holding title	$ 20.00	
Decorating building	1,200.00	
Fuel oil	943.38	
Utilities	1,923.63	
Maintenance and operations	1,011.48	
Depreciation	3,700.87	8,799.36
Net income		$ 1,116.00
Capital—June 30, 1966		132,693.31
Capital—June 30, 1967		$133,809.31

RRB Gives Figures On Retired Employes Who Last Worked In Jobs Covered By Our Brotherhood

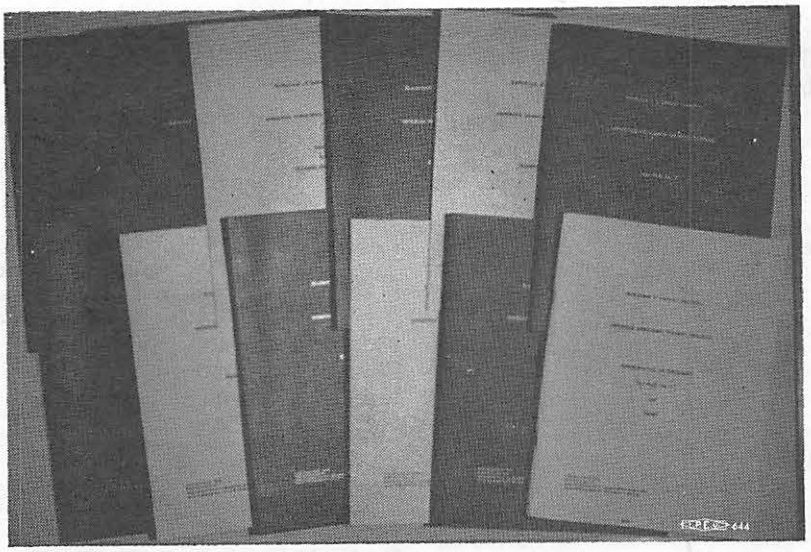
ABOUT 4,000 RAILROAD EMployes who last worked in occupations represented by the Brotherhood of Railroad Signalmen were receiving employe annuities from the Railroad Retirement Board at the end of 1966. On the average, they were receiving $165 a month and were 72 years old. Some 2,100 of these annuitants had wives who were receiving annuities based on their husbands' railroad service. The average benefit paid to families in which both the employe and his wife were on the rolls was $237.

During 1966, 340 employes whose last railroad work was in these occupations were awarded retirement annuities averaging $182. About 260 of them had been in active railroad service immediately before retirement; their annuities averaged $199 and were based on an average of 28 years of service. Some 76 percent of the retirements from active railroad service were based on age and 24 percent on disability. At retirement, the nondisabled employes were 67 years old, on the average, and the disabled employes 57 years old.



The Railroad Retirement Board pointed out that in 1966 a total of 34,800 current and former employes of the Nation's railroads were awarded retirement annuities averaging $164 a month. Of this number, 77 percent retired because of age and 23 percent because of disability. At the end of the year, the Board was paying an average of $149 a month to 430,200 retired employes; 199,800 of them had wives who were receiving annuities averaging $64 a month. These averages reflect the increases in benefit formulas resulting from amendments through 1966. About 11,000 of the employes awarded annuities in the second half of the year were eligible to receive the new supplemental annuities at the year's close; however, none had been awarded at that time.

Now Available



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

Text No. 2 explains signal terms and definitions, relays and relay circuits, track circuits, line circuits, code lines, and batteries used in signaling. Meters are also discussed in this text.

Text No. 3 emphasizes and explains the purpose and function of different types of relays, automatic signaling, time code control, and deals with the first principles of electronics.

Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipment, and diesel generators.

Mr. P. T. Drummond, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

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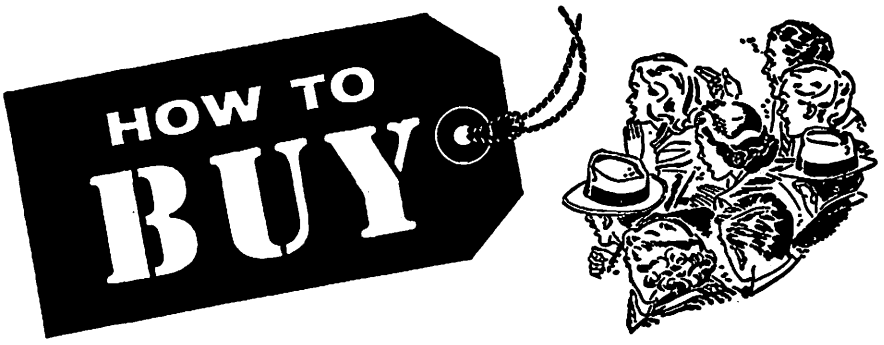


By SIDNEY MARGOLIUS, for The Signalman's Journal

IT ACTUALLY NOW TAKES close to $10,000 a year to pay for even a moderate standard of living for a family with two school-age children, the new budget standard developed by the Bureau of Labor Statistics shows.

The new budget cost is far beyond the reach of most working people, including most white-colar families too. The $10,000 price tag on the American standard of living compares with current average earnings of factory production workers of less than $6000 a year ($114.50 a week), and of all workers $5360 ($103.06 a week).

You can see why workers are pressing for pay increases and why housewives picket food stores.

The new budget standard just announced by the BLS would cost $9191, including income taxes, on the average for the country, but $9376 in metropolitan areas, and $8366 in non-metropolitan areas. However, the budget was priced a year ago. Since then, living cost increases of almost three percent make the present costs approximately $9439 for the country, $9630 for large cities, and $8592 for the smaller cities.

The new budget standard costs much more than those the BLS delevoped in past years. The 1951 budget for a family of four was priced at $4200. The 1959 cost was $6100.

The sharp increase is due to (1) higher prices—up 52 percent since 1959 for homeowner families; (2) higher federal, state, local and social security taxes; (3) a slight improvement in the standard of living represented by the budget.

The improvement is why the BLS now calls the budget a "moderate" standard instead of "modest but adequate" as before.

While the new cost is bound to throw a bombshell into employer-employe relations, *this is still a modest budget.* It does reflect the fact that more people now own homes instead of renting. It does allow a car for workers in New York and Boston as well as other cities. Most of all it provides a little better food allowance than the previous standards, which was a low-cost food budget.

But the new budget is still very sparing. It allows Papa a new suit every three years and a topcoat every five. Mama gets a winter coat every three years and almost a whole new hat once a year. The grownups can go to the movies once every five weeks and children every other week (Movies Are Costlier Than Ever).

Papa also can have just one bottle of beer every other day (or every fourth day if he shares it with Mama). The food budget allows 2½ pounds of meat a day for the four people for three meals, and less than three eggs a day. Even if you could afford this budget you would still have to make an omelette.

The budget does allow for a second-hand car bought when already two years old and kept for four years. You also would have to make your refrigerator last for 16 years, your vacuum cleaner for 14, and your washing machine for 7.

The most serious omission in even the improved budget is the lack of any provision for education for the children beyond high school. The budget allows just $60 a year for "school and college." This rules out any saving for college by the parents.

While the new budget allows for more dental care than the older one, the total medical allowance still does not provide the full cost if your employer does not pay part of your medical insurance. The amount allotted includes only the worker's contribution towards this expense. Thus, for people who do not have health insurance partly paid by employers, the budget would cost still more.

The new budget does show one saving that reflects changing times. The number of haircuts allowed for the boy of the family has been reduced to one every four weeks (if you can get him to the barber that often).

We've worked out the monthly percentage costs after taxes of the new budget. But you can use it only as a reference point, not a strict guide for your own budget. For one thing, most families still cannot spend this much for food. They still have to use all the home preparation and cooking skills required for the old low-cost food budget, and try to keep the family food bill under $150 a month.

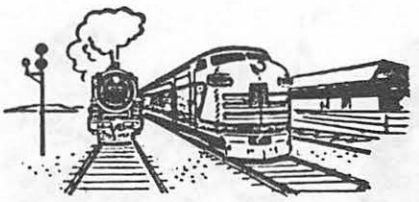
If you have more children than two, or they are older than 16, your costs for this moderate stand-

CITY FAMILY BUDGET COSTS (AFTER TAXES)

	MONTHLY COST	APPROXIMATE PERCENT
Food	$181.08	29%
Housing	190.50	31
Transportation	67.92	11
Clothing and Personal Care	82.08	13
Medical Care	40.08	6
Recreation, Reading	30.92	5
Life Insurance	13.34	2
School Expenses	5.00	1
Miscellaneous	11.91	2
Living Expenses	$622.83	100%
Taxes (monthly)	158.50	
Total	$781.33	

ard would be much higher. The cost would be 13 percent more if the children are over 16. For a five person family with three school-age children the budget would cost 16 percent more, or $10,950. With four children you should be an executive, with an income of at least $13,800. And you would still have to make omelettes and watch the meat.

A three-person family with one child under 15 can estimate that this budget would cost them 82 percent of the four-person figure.



New York now has the dubious distinction of being the highest-cost area in the country, followed in descending order by Boston, San Francisco, Buffalo, Seattle, Chicago, Minneapolis, Los Angeles, Washington, Cleveland, and St. Louis.

Philadelphia and Kansas City are the exactly average cities. Below average in living costs are Detroit, Cincinnati, Pittsburgh, Baltimore, Dallas, Atlanta and Houston.

YOUR WASHINGTON Reporter

By R. E. Porter

FAST-SHRINKING RAIL PASsenger service has continued in the spotlight. All over the nation railroads have moved to discontinue more of the few passenger runs that remained. Such moves hit a new high on the heels of the recent action by the Post Office Department in taking Railway Post Office cars off of 167 more passenger trains on 20 railroads.

The Santa Fe led the way among railroads which responded to the P.O. move by announcing a rash of train discontinuances—33 in all. The carrier proposed to retain only a couple of cross-country trains and a few runs between Los Angeles and San Diego.

A furor arose when the Santa Fe jumped the gun and dropped the first four of the 33 trains on a quickie basis, in alleged violation of law. These were trains 3 and 4 between Kansas City and Gallup, N. M., and 7 and 8, between Chicago and Los Angeles.

The carrier had filed notices with the Interstate Commerce Commission on Oct. 10 of intention to discontinue the trains as of Nov. 10. Apparently the way was "greased," because the ICC on Oct. 19 issued a press release saying it would issue a public notice a day later that it had decided not to investigate the Santa Fe's proposal to drop the four trains, and hence it would not halt the discontinuance pending an investigation.

Almost instantaneously after the ICC issued the press release, the Santa Fe dropped the four trains. It didn't wait until its own Nov. 10 deadline.

The Railway Labor Executives' Association promptly launched a battle against this highly irregular procedure, which looked like collusion between the Santa Fe and the ICC. The RLEA sent an angry protest to each of the 11 members of the ICC and to Sen. Warren G. Magnuson (D., Wash.), chairman of the Senate Interstate Commerce Committee, which has been considering measures to halt the decimation of passenger trains.

Sudden discontinuance of the four Santa Fe trains, the RLEA charged, violated provisions of law which require a railroad to post notices of discontinuance at least 30 days in advance and which permit discontinuance "only in accordance with the notices as posted and filed with the commission."

The RLEA demanded that the ICC correct the Santa Fe's illegality by ordering restoration of the four trains. In response, the ICC conceded that the Santa Fe had breached terms of its own notices and provisions of the statute. Astonishingly, however, the ICC said it had no authority to proceed further, and that the issue of restoring the trains was up to the regulatory authorities of the states involved.

However, the RLEA made it clear that the matter wouldn't rest there, and that the issue would be pressed to a showdown.

Furthermore, about 100 Santa Fe employes filed suit in federal court at Los Angeles demanding $1.1 million in actual and punitive damages for the carrier's sudden abolition of their jobs; also, a court order to the railroad to restore the trains. The suit charged outright violation of law by the Santa Fe.

* * *

The new wave of abandonments stirred moves on other fronts, too. Sen. Magnuson jogged the Department of Transportation on its failure, so far, to submit promised recommendations on steps that should be taken to meet the public's transportation needs.

Magnuson further underscored the Department's responsibility "to make the promotion of passenger service and representation of the public in passenger and merger proceedings a prime concern." He called for action on that subject.

Meantime, the ICC kept giving the "green light" to railroad after railroad to terminate passenger runs. Only in a relatively few cases did it decide to make formal investigations and to suspend the discontinuance moves for at least four months.

* * *

The wave of train discontinuances drew further demands in Congress for a moratorium on such abandonments pending a full-scale inquiry into the nation's transportation requirements.

Among the latest to voice such demands was Rep. Philip E. Ruppe (R., Mich.). "It is time," he said, "to halt the erratic destruction of passenger service and initiate a thorough investigation of railroad potential in America.

"Rail transportation must play a

vital role in relieving the ever-increasing congestion on the nation's highways, and in providing relief to an overburdened mail service," Ruppe continued. He warned that unless the train discontinuances are halted, the future of rail passenger service in America will be "in grave doubt."

Another House member—Mrs. Florence Dwyer (R., N.J.)—declared that greater government assistance is needed to preserve rail passenger service, particularly in the commuter field. She urged that government aid to commuter railroads be made contingent on improving service and reducing fares, so as to attract travelers back to the rails and thus relieve highway congestion.

Unless such large-scale new approach is pressed, Mrs. Dwyer warned, "public ownership of passenger railroads may be the only alternative."

* * *

Amid such bleak developments, a new organization—the National Association of Railroad Passengers—stepped up a campaign to try to save and expand rail passenger service.

That Association, a non-profit group, was started in a small way by a young Chicago attorney, Anthony Haswell, who had been with the Illinois Central. He has enlisted mounting support, and with the help of a public relations agency has launched a national drive to secure greater backing.

A new brochure published by the Association spotlights, in question and answer form, the need to maintain passenger trains. It makes these points, among others:

"Railroad passenger service—long distance, high speed and commuter—is an essential and valuable national asset which must be preserved, improved and expanded."

People can be drawn back to the trains, the Association contends, by "giving better service, faster and cleaner trains, more convenient schedules—and letting the public know about it, through promotion, publicity and advertising." It cites the examples of Japan, Canada and other nations to show that such efforts can succeed.

As for claims by the railroads that they lose $400 million a year on passenger service, the Association riddles such claims as based on an out-of-date, unsound ICC formula for allocating costs. If railroads discontinued all passenger service they wouldn't save over $100 million, the Association argues.

That $100 million "avoidable loss" the Association asserts, could be sharply reduced, if not eliminated, by a program that embodied new equipment, vigorous promotion, modernization all along the line, equal treatment for railroads by the government, and appropriate government financial assistance.

Recently, the Association, in a wire to President Johnson, urged him to launch "a thorough investigation of the nationwide potential of railroad passenger service"; also to direct the Post Office Department to reinstate all RPO cars that were in service Sept. 1 and to keep them in operation pending completion of the study. Mail service has become worse since the P. O. began switching mail from trains to trucks, the Association declared.

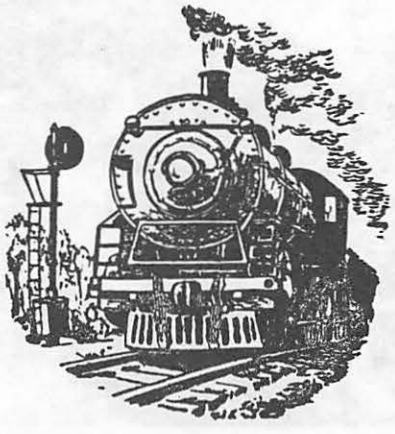
Meantime, the Association is seeking a large membership to help bulwark its campaign. It has four categories of membership—general, at only $1 a year; regular, $5; contributing, $10, and sustaining, $100. It's located at 333 N. Michigan Ave., Chicago, Ill.

ICC Seeks To Publicize Actual Owners of Railroads

THE INTERSTATE COMMERCE Commission may ask Congress for new laws aimed at making public the actual owners of the nation's railroads.

Such legislation would require public listings of the 30 largest beneficial owners of each railroad—and would do away with the present system which allows the holders of railroad stock to be shown as owners.

ICC Chairman William H. Tucker said the ICC has been carefully examining its ownership reporting requirements in view of the large number of railroads involved in proposed mergers.



Inquiries Made by ICC

The ICC has made inquiries of the Securities and Exchange Commission, which requires any individual or group that acquires 10 percent or more ownership in any of the thousands of listed corporations to file a report with the commission. A similar report is required of business firms when they learn of such transactions.

It is understood, however, that these SEC records, which are public are insufficient for the ICC's purposes.

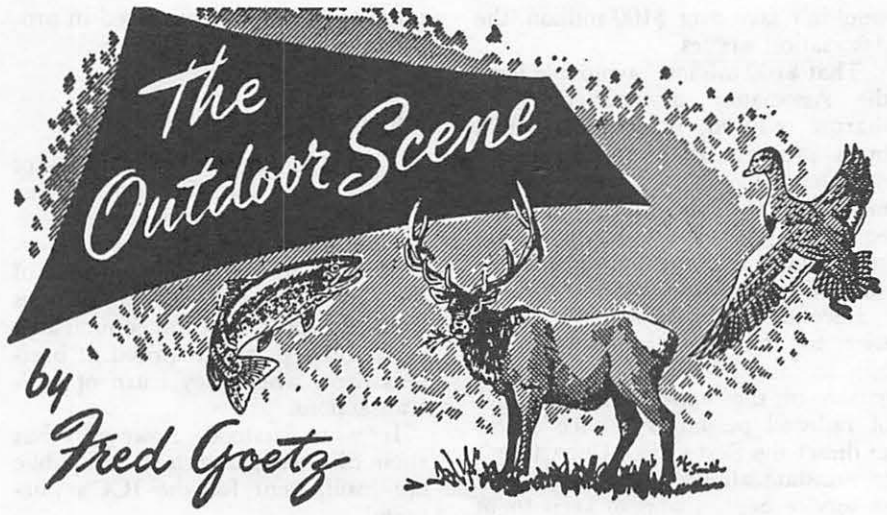
The ICC also has been trying, one source said, to make some arrangement with the New York Stock Exchange that would allow the commission to determine true ownership of the railroads. But it is understood that so far the commission and the exchange have come to no agreement.

Under present regulations, the ICC requires all common carriers—railroads, trucking firms, bus lines—to file with it annually a list of their 30 principal shareholders. But for years the bulk of these names, especially in the case of railroads, have consisted of brokerage houses which hold the shares in "street name" for the beneficial owners—individuals or groups who actually collect the dividends and exercise voting power in corporate affairs.

The ownership picture has been further clouded, ICC officials have said, by the appearance on these records this year of Cede & Co. This is not a brokerage firm, but was set up as an aid to brokers, enabling them to avoid physical transfer of stock certificates, thus vastly speeding up stock exchange transactions. While Cede & Co. is shown on public records as the owner of the shares registered in its name, it neither collects dividends nor has the power to vote on corporate affairs.

Stock in 'Street Name'

A stock held in "street name" is one held by a broker for a customer. Under present ICC regulations it is sufficient for a "street name" to be used by railroads in reporting annually the names of their 30 largest owners. The ICC, therefore, has no knowledge of the true owners of the millions of shares listed in brokers' names on its own records.



HAROLD W. RADL OF ELroy, a relief signalman for the Chicago & North Western Railroad

and a member of Local 39, tripped far and wide this past hunting season but, according to him, it was worth it. Here's a pic of Harold with a bull elk that dressed out at over 700 pounds. Hunting in the Rocky Mountains near Boulder, Montana, about 8,000 feet above sea level in company with two hunting partners, they accounted for two bull elk and three deer in 6 days.

•

It appears that grocery stores may, some day, be running competition with bait shops, such a conclusion prompted by increased reports of fish taken on cheese. Can't you see the future television commercials:

"Folks, buy delicious 'Brand X' cheese. It spreads evenly—on bread and hooks. You and the youngsters will love its tangy flavor—and your favorite finny target will be lured to death by it. Always keep a package handy in your refrigerator—and your tackle box."

•

Don't worry if your monofilament nylon fishing line has been exposed to extremely cold temperatures. Cold has no effect on the tensile strength or breakload of a premium monofilament. Don't, however, use line that has been stored on a window sill exposed to the sun for the past three or four months. Normally you don't have to worry about sunlight affecting the properties of line since much of it is in the water and little of the same part of the line is exposed for long on the reel while fishing.

•

In the course of writing outdoor columns for labor publications, we have received reports from readers who have seen an albino deer. No one, up until receipt of a letter from Bill Murray of Elk Mills, Maryland, ever reported downing one.

Checking back I note that most of the albino deer sighted were does but Bill sighted—and downed—an albino buck, a four pointer that dressed out at 78 pounds. Also noteworthy is that he brought it down with bow and arrow—on his first archery hunt!

Except for slight brown shading around the antlers, it was—as the photo demonstrates—pure white.

Now top that one.

•

The phantom finster of Lake Dalrymple near Seabright, Ontario, a monster of a muskie, traditionally referred to as "Old Zeb," will nevermore strike and carry away some anglers hook, line and sinker. Old Zeb is now preserved for posterity, mounted on a wall plaque at the home of John Taylor, 100 State St., McKees Rock, Pa. He duped the lunker—which measured 48 inches from nose to tail—on a pikie lure. Ironically, while other anglers were spread out all over the lake in search of Zeb, John engaged him a few feet from the boat dock.

•

A practical device for removing fish scales can be made by dragging the ragged edges of the cap, cross grain to the fish scales. Scaling should be done as soon as possible after the fish are caught. Once you let the fish cool off, the scaling operation can get tough, especially on bass, crappies, shad and tough, large scaled saltchuck finsters.

•

In drift fishing from the bank, bouncing the bottom of the stream with lure or bait, I've found it a good idea to periodically break off a portion of line and discard it, about 6 feet of that portion closest to the hook. This length of line bears the most wear. Don't lose the lunker of the day, maybe a lifetime, because of a frayed line.

•

Union members in good standing can earn a pair of the illustrated KROCODILE fishing lures. All that's required is a clear snapshot of a fishing or hunting scene—and a few words as to what the snapshot is about. Send it to: Fred Goetz, Dept. SJ, Box 508, Portland, Oregon 97207. All members of the family and, of course, retired mem-

bers are eligible. Please mention your Local number and zip code.

•

Servo Corporation Appoints Field Service Manager For Railroad Products Division

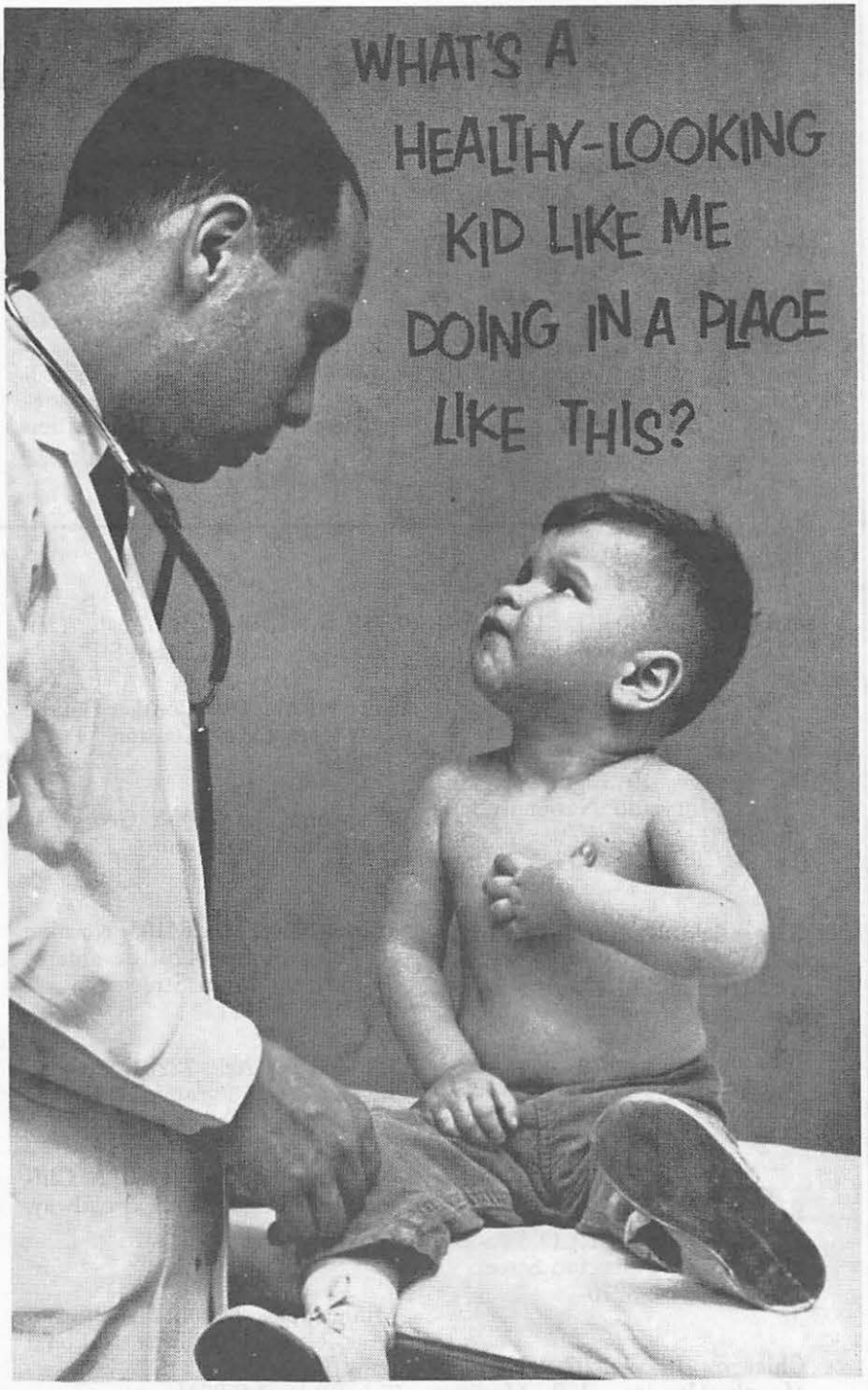
SERVO CORPORATION OF America recently announced the

Seranne

appointment of Mr. Michel Seranne to the position of Manager of Field Service for the Railroad Products Division. As Manager of Field Service, Mr. Seranne will be responsible for equipment maintenance, installation check-out, and training of customer personnel in the company's line of electronic safety systems used in railroad operations.

Prior to his new appointment, Mr. Seranne was involved in engineering, sales and field service activities at Servo. He joined Servo in 1957 after leaving the French Military Legation at the United Nations where he was engaged in cryptographic work. He received a degree at the Lycee Carnot in Tunisia. An enthusiastic radio amateur since his youth, he lives with his wife and three children in East Northport, N. Y.

Servo designs and manufactures infrared equipment for aerospace, military, and industrial use. The company's Doppler direction-finding and omnirange systems are employed worldwide for air safety and air traffic control. Servo's electronic Hot Box Detective systems are in successful use by American and foreign railroads.



Looks are deceiving.

Tommy has a hidden birth defect — an inborn error of body chemistry — that can cripple mentally and physically as surely as any visible deformity.

But early detection and prompt treatment can overcome many of these conditions and protect a child's birthright to a normal, useful life.

That's the goal for every child treated at nearly 100 March of Dimes Birth Defects Centers across the nation.

fight birth defects Join MARCH OF DIMES

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

Vice President G. Orndorff, Room 1812, 220 South State Street, Chicago, Ill. 60604, has been designated to receive and compile this information.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., 905 Healy Bldg.
Tel. JAckson 2-4229

Baltimore, Md. 21202. Bernard M. Savage, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. MUlberry 5-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. DUmont 4-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. LIberty 2-3270

Chicago, Ill. 60602. Hensle-Monek - Henslee, 120 Madison Bldg.
Tel. STate 2-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. PR 1-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. ALpine 5-3603

East St. Louis, Ill. 62201. Dan McGlynn, 120 N. Main St.

Fort Worth, Tex. Contact George L. Schmidt, at Houston, Texas 77004.

Houston, Tex. 77004. George L. Schmidt, 4714 Fannin
Tel. JA 6-1564

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. HA 1-5411

Little Rock, Ark. 72201. Norman R. Jones, 607 Pyramid Bldg.
Tel. AC 501, Franklin 5-7497

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. MAdison 9-2214

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. FEderal 9-9231

New York, N.Y. 10017. John V. Higgins, 535 Fifth Ave.
Tel. YUkon 6-1377

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. GLencourt 1-6732

Pittsburgh, Pa., 15230. Robert B. Ivory, 711 Frick Bldg.
Tel. 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. EMpire 4-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.

Seattle, Washington 98104. Arthur E. Piehler, 1519 Norton Bldg.
Tel. MAin 4-4700

St. Louis, Mo. 63101. Norman R. Jones, 1010 Arcade Bldg.
812 Olive Street
Tel. CEntral 1-6060

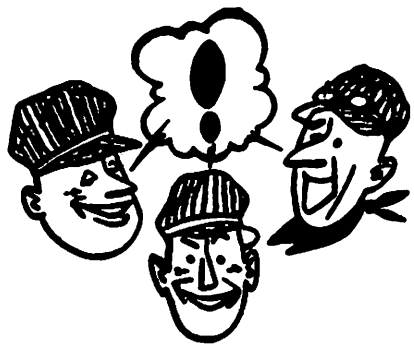
Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. HA 2-0303

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. VIcksburg 636-5561

Wichita, Kans. 67202. Payne H. Ratner, 444 N. Market, P.O. Box 306
Tel. AMherst 2-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg. Bldg.
Tel. AMherst 4-0346

SHANTY BANTER



An inmate of a modern prison always spent visiting days alone in his cell. This worried the warden, who finally called the man into his office.

"Ben," he said kindly, "I've noticed you never have any visitors. Don't you have any relatives—or friends?"

"Oh, sure I do!" replied Ben, happily. "But they're all in here!"

•

Speak softly and only those closest to you will ever know how little you know.

•

"Did you see Santa when he brought all those lovely presents for you?" gushed Junior's Aunt Mae.

"Sure did," responded Junior. "Even heard Santa say a few bad words when he tripped over the footstool near the fireplace."

•

One of the tempering influences in resisting temptation is that it may never come again.

•

"Why isn't dinner ready?"

"Oh, I've been downtown bargain hunting all afternoon, and I just couldn't get home in time."

"Huh! Like all women—looking for something for nothing, I suppose?"

"Yes, indeed. Trying to get you a birthday present!"

•

One substitute for experience is age—15 or 16 years of age, for example.

•

You can tell a child is growing up when he stops asking where he came from and starts refusing to tell where he's going.

•

The distance between man and the moon is possible; the distance between man and man, impossible; and the distance between man and God, inevitable.

"And how did you spend Christmas?" she gushed.

"Expensively," he replied wearily.

•

Reputation is character minus what you've been caught doing.

•

"Joey!" yelled Mother. "Why are you making so much noise in the basement?"

"No noise, Mom," answered Joey. "I'm just testing something."

"What are you testing now, Joey?"

"I've got Pa's electric drill and I'm testing it on the cement floor."

•

He who makes trouble has little time to make anything else.

•

A well-known conductor recently took his orchestra on tour and during his travels received the following note from a well-meaning person in one of his audiences: "I think it only fair to inform you that the man in your orchestra who blows the instrument that pulls in and out was lax in his work and only played during the brief intervals when you were looking at him."

•

A ship in harbor is safe, but that is not what ships are built for.

•

A friend of ours thinks his wife is a terrific cook. Just the other night he came home and found a truck driver eating there.

•

Resignation is the timid side of courage.

•

Lady: "What do you mean, you have to stay in bed? You're always like this after you get home from a convention."

Lady's husband (from bed): "It's the food they give you to drink, dearest."

Daddy: "And what did you see while you were in the country, dear?"

Little Peggy: "We saw a lot of little piggy-banks robbing a big piggy-bank."

•

He who gets lost in thought is usually in unexplored wilderness.

•

It would be nice to go back to the days when your wife's meals were carefully thought out instead of carefully thawed out.

•

Appearance is no substitute for quality.

•

"How much longer," the small boy inquired, "will I have to eat spinach to be able to whip anybody who tries to make me eat spinach?"

•

One solution to complaining is to stop.

•

Some say that even in the Stone Age when a woman wrote down her age, she chiseled a little.

•

The trouble with most modern novels is that the covers are too far apart.

•

Frosh: "I was out with a nurse last night."

Coed: "Cheer up. Maybe your mother will let you go out without one sometime."

•

The test of your worth is the number of people who are thankful that you are you.

•

Success has been defined as the art of making mistakes when no one is around to notice them.

•

We will not be honored for what we receive, but rather for what we give.

•

It was Sunday morning. He slipped on his wife's robe and went downstairs to answer the doorbell. As he opened the door, the ice man kissed him. After giving due thought to this strange occurrence, he came to the conclusion that the ice man's wife must have a similar robe.

Brotherhood Moves

For Improved Health & Welfare Benefits

THE BROTHERHOOD OF Railroad Signalmen and 9 other "non-operating" rail unions served notices on October 31 on the nation's carriers for improved health and welfare benefits to become effective March 1, 1968.

The proposals covering nearly 300,000 rail workers read as follows:

"Section 1.

Hospital, surgical, and medical benefits and group life insurance now provided in the Travelers Insurance Company Group Policy Contract GA-23000 shall be continued with the following improvements:

"(a) Group life insurance for non-retired employes shall be increased to $8,000.00 per employe and shall provide for the payment of an additional $4,000.00 in case of accidental death or dismemberment.

"(b) Group life insurance for retired employes retiring on or after March 1, 1968, shall be increased to $4,000.00 per employe.

"(c) With respect to both employes and dependents, the maximum number of days for which Hospital Expense Benefits are payable in any one period of hospital confinement shall be increased to 180 days.

"(d) With respect to both employes and dependents the charges payable as Hospital Expense Benefits for other than room, board, nurses' fees or physicians' fees in any one period of hospital confinement in the case of in-patients and the charges payable as Hospital Expense Benefits as a result of any one accident or as a result of any or all operations due to the same or related sicknesses in the case of out-patients shall be increased to $1,000.00, plus 80% of the excess over $1,000.00.

"(e) With respect to both employes and dependents the charges payable as Medical Expense Benefits for treatment by a physician while confined as an in-patient in a hospital shall be increased to $1,440.00 or $8.00 for each day of confinement with respect to any one period of hospital confinement. With respect to employes not confined as an in-patient in a hospital, the rate at which compensable physicians' visits are paid for as Medical Expense Benefits shall be increased to $8.00 per hospital or office visit and $10.00 per home visit and the maximum number of such visits compensable in any twelve month period shall be increased to 180.

"(f) The Maximum Major Medical Expense Benefit with respect to both employes and dependents shall be increased to $10,000.00, subject to annual restorations of $1,000.00 per year and to reinstatement upon proof of insurability.

"(g) The Maximum Poliomyelitis Expense Benefit with respect to both employes and dependents shall be increased to $10,000.00.

"(h) There shall be included as dependents, children of the employe who are under fifteen (15) days of age and children who are nineteen (19) years of age but under twenty-five (25) years of age and who are full-time students. There shall also be included as dependents, children of the employe regardless of age who are disabled from engaging in any regular employment by reason of a disability which began before the child attained the age of nineteen.

"(i) Dependents benefits shall be payable to dependents employed on a hospital association railroad for confinement, treatment, services or supplies with respect to which such dependent does not use the hospital association.

"(j) Provisions for the coordination of benefits other than with other railroad health, and welfare plans paid for exclusively by the employer shall be eliminated.

"(k) Full insurance for all benefits shall be maintained in effect for employes who are discharged or suspended and the propriety of whose discharge or suspension is questioned until such question has been finally determined.

"Section 2.

The hospital association dues required to be paid by employers on behalf of each employe on railroads having hospital associations shall be equal to the amount of premium required to be paid on behalf of each employe for his own hospital, surgical and medical benefits as provided from time to time under the Travelers Insurance Company Group Policy Contract No. GA-23000.

"Section 3.

All benefits and payments in accordance with Sections 1 and 2 hereof shall continue to be provided by the Carrier without expense to the employes until such provisions are changed in accordance with the procedures provided in the Railway Labor Act."

In response to the Employes' proposals, the carriers served counter-proposals on all rail unions which would greatly reduce the benefits now payable under the health and welfare program.

The carriers' proposals read as follows:

"1. All existing rules, agreements, interpretations and practices under which railroads are or may be required to make contributions or payments for the purpose of providing hospital, surgical, medical and life insurance benefits after February 29, 1968 shall be abrogated as of that date.

"2. Existing national group policy contracts providing hospital, surgical, medical and life insurance benefits shall be terminated effective February 29, 1968.

"3. Effective with the month of March 1968, each participating railroad will contributes $25, less 1% for railroad administrative costs, per month for each employe in active service for the purpose of providing hospital, surgical, medical and life insurance benefits in accordance with Paragraphs 4 and 5 below.

"4. On railroads or portions of railroads where hospital, surgical and medical benefits for employes are provided through hospital associations, $8.00 per month of the contribution referred to in Paragraph 3 will be used toward the payment of hospital association dues.

"5. The participating railroads will (through the regional Carriers' Conference Committees and the National Railway Labor Conference) arrange with a single insurer to provide such hospital, surgical, and medical benefits on a uniform basis for employes other than on railroads where benefits are provided through hospital associations, and on all participating railroads such life insurance benefits for employes in active service and such hospital, surgical and medical benefits on a uniform basis for the dependents of

employes, as can be provided for a period of three years for the amount of money made available under Paragraphs 3 and 4, utilizing such cost controls (including but not limited to deductibles and coinsurance) as the railroads may deem to be appropriate."

Brotherhood's Comment

The improvements sought by the Brotherhoods are needed and can be fully justified before any tribunal. The proposal of the carriers would heartlessly take away from the employes benefits that they now enjoy. The carriers, during national wage negotiations, have on many occasions told Presidential Emergency Boards that the payments for health and welfare benefits are wage equivalents. In other words, the carriers wished to count the cost of the health and welfare program as wages to influence the Emergency Boards to give meager or no wage increases to rail workers.

Now, it wishes to take over complete control of the program and run it as "the railroads may deem to be appropriate." The Organizations have agreed in recent wage negotiations that the payments for health and welfare benefits are wage equivalents.

Inasmuch as the carriers and Organizations now agree that payments for the program is a wage equivalent, we cannot understand what right the carrier has to request sole jurisdiction and control of the health and welfare program.

This is another example of the carriers' greed and shows that they still have no regard for their employes. We can assure them of one thing, the unions representing the employes will have the full support of their members in this fight and this support will be used to whatever extent is necessary to defeat the greed of the carriers.

Live A Little Longer

Causes of Colitis

By Dr. William A. Sawyer
IAMAW Medical Consultant

(This column is copyrighted by THE MACHINIST and is reprinted through the courtesy of the International Association of Machinists and Aerospace Workers. Dr. Sawyer cannot answer individual correspondence.)

Dear Doctor:

"I know two teen-age girls who have ulcerative colitis. Their mother is worried sick about them. I agreed to ask if you would write something on this condition. Please give as much information as possible about the causes. What diets are recommended? What kinds of medicines are useful? Is it possible to cure it without an operation? I thank you very kindly."

Sincerely,
A mid-west wife.

Ulcerative colitis is a disease of the colon, or large intestine, in which there is inflammation and ulcers. Among the chronic intestinal diseases, ulcerative colitis is rather common and appears to be increasing. It is found equally among men and women and may occur in teenagers. Its cause is unknown.

There are several conditions that seem to lay the groundwork for an attack. It may result from our present-day careless, high-pressure way of living. Emotional tension, anxiety, wrong foods, allergies may be factors that bring it on.

There are both mild and severe forms of the disease. Slight rectal bleeding, frequent rather urgent bowel movements and abdominal cramps are the usual symptoms in the beginning. For such symptoms doctors usually advise avoidance of highly seasoned foods. Fruits and vegetables with coarse fibers should be shunned. The diet should be smooth and bland.

Drugs Give Relief

Tension, insomnia and any diarrhea are relieved by drugs which are prescribed according to severity of the symptoms. Relaxation during the day and extra sleep at night must be encouraged.

In the more severe cases, with the bloody discharge and persistent diarrhea, there is more abdominal pain, often fever, weakness, anemia and weight loss. Perforation of the ulcers sometimes occurs. Certain more involved complications can develop. In the more severe situations treatment is best carried out in the hospital. Surgery may be necessary for any severe hemorrhage or perforation.

Trial and Error

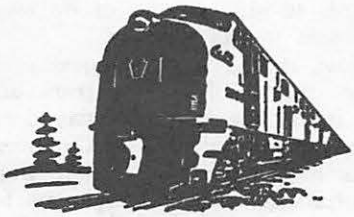
In severe cases a smooth non-irritating diet is of the greatest importance. It is impossible to list all the therapy that is tried. No positive cure is available for every case.

Anxious, sensitive individuals require patient and understanding care. It must be remembered that an attack of prolonged diarrhea, often with hemorrhage, may begin after the loss of a loved one, a serious disappointment, a financial reverse, or even failure to satisfy an ambition.

A disease that has been present for a long time may so change tissues that surgery is the only ultimate answer for a cure. Psychotherapy is not a sure cure but in some instances it can shorten the attack and perhaps ward off a relapse.

This space contributed by the publisher as a public service

Railroad NEWS IN BRIEF



Attend Your Union Meetings

THE SANTA FE recently announced it will organize a holding company to be called Santa Fe Industries, Inc. "The purpose of setting up a holding company is to provide the vehicle for diversification into other areas of business activities, while continuing to maintain the position of the Santa Fe as a strong major railroad," Ernest Marsh, Chairman of the Board and Chief Executive Officer of the Santa Fe, said.

THE PENNSYLVANIA RAILROAD has ordered two model 66 retarders from the Westinghouse Air Brake Company as part of the program to modernize the Enola classification yard in Harrisburg, Pennsylvania.

THE DEPARTMENT OF TRANSPORTATION'S Federal Railroad Administration plans to establish shortly the first of several special study groups whose mission will be to look at each major area of railroad safety. Aim of the studies, according to DOT, will be to pinpoint where the important problems are and where a governmental regulatory program can contribute to their solution.

THE NEW YORK CENTRAL had the dubious honor of heading the list of railroads assessed the most number of fines by federal courts in July, August and September for violations of federal laws. The Central was fined $9,350 for 38 counts involving violations of the Safety Appliance Acts, and $4,400 on 22 counts of violating the Hours of Service Act. The Norfolk & Western took second place, being assessed $8,750 on 35 counts for violating the Safety Appliance Acts.

THE CHICAGO & NORTH WESTERN is receiving 16 more air conditioned bi-level coaches to service its commuters in the Chicago area. North Western said the cars are needed to keep pace with the anticipated needs of its growing volume of riders. It has been experiencing an annual increase of about five percent in commuter patronage adding up to a profitable operation without fare increases.

THE PENNSYLVANIA RAILROAD has ordered 188 new multilevel rack cars for transporting automobiles. The PRR said the additions, costing $1.5 million, will increase its fleet of rack cars to 1,550.

THE NORFOLK & WESTERN moved again recently to delay consummation of the New York Central-Pennsylvania merger. The N&W filed an appeal with the U. S. Supreme Court against a New York Federal District Court decision which had upheld the merger proposal. The decision against which the appeal was filed had found that the Central and Pennsy could merge after November 3.

THE BOSTON & MAINE HAS ordered centralized control equipment from General Railway Signal to control its mainline between Gardner and Wright, Mass.

RAILROAD FREIGHT AND passenger traffic revenue, except commutation travel, declined during the first half of 1967, according to carrier reports. Revenue ton miles were down 1.8 percent from the same period last year, while freight revenue declined by 1.4 percent, according to rail industry spokesmen.

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

(Act of October 23, 1962; Section 4369, Title 39, United States Code)

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7. OWNER *(If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given.)*

NAME	ADDRESS
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NAME	ADDRESS
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9. Paragraphs 7 and 8 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, mortgages or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation.

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I certify that the statements made by me above are correct and complete.

(Signature of editor, publisher, business manager, or owner)
P. T. Drummond
Editor-Manager

POD Form 3526 Jan. 1967

news from Canada

IN A STATEMENT issued recently, Donald MacDonald, Acting President of the Canadian Labour Congress, said that he was singularly unimpressed with the fact that the best solution the Minister of Finance could apparently suggest for coping with the country's present economic ills was a policy of voluntary wage and price restraint. Such action is all the more difficult to understand, observed MacDonald, when one realizes that wage and price guideline policies have met with failure in other countries where they have been tried such as the United Kingdom and the United States. Added to this is the fact that the Economic Council recommend specifically against such a policy of guidelines for Canada. They found it inappropriate for a variety of reasons.

We are fearful that the wage and price restraint proposition which we don't believe can be effective might be used to lay the blame for any unpopular tax increase next year at organized labour's door.

Only five short months ago the Minister of Finance himself apparently agreed with the Economic Council findings or so one would gather from reading his June 1st Budget Speech when he echoed the conclusions of the Council on this matter.

The Canadian Labour Congress subscribes to the analysis of the Economic Council of Canada that wage and price guidelines are inappropriate for this country. We agree with the Economic Council that there is a very real danger that such policies only tend to detract attention from the need for more important policy initiatives. At the same time it is quite true that the Economic Council envisaged the possible application of wage and price restraints under conditions of "a great national emergency." In our opinion a careful appraisal of the current economic situation in no way leads to the conclusion that any such great national emergency exists. Furthermore, we believe that the technical difficulties involved in developing a policy of guidelines that would prove satisfactory to all sectors of the population are enormous. Right now we do not have adequate statistics on which to base intelligent decisions with regards to wages and prices. For example, up-to-date productivity information on an industry by industry basis does not exist in Canada although our organization, amongst others, has asked repeatedly for much more thorough and continuous research on the matter. Thus the development of adequate quantitative and qualitative yardsticks in the near future is a virtually prohibitive task.

Mr. MacDonald went on to say that any consideration of price and cost stability must subject all cost factors to careful scrutiny. It is not sufficient to just take a look at wages and prices without at the same time considering an equal detail such factors as profits, dividends, retained earnings, etc.—all of which have a profound effect on costs. It was surprising therefore that while the need to restrain wages and prices receives the Minister's elaborate attention the need to restrain profits and dividends, and other forms of corporate income, apparently slipped his mind.

Any partial examination of income allocation or distribution such as might be envisaged in the establishment of wage guidelines is open to very serious criticism. As far as we are concerned the only meaningful investigation would be one that takes into account all forms of income accruing to all groups in our society from whatever source, MacDonald concluded.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Frisco

FAIRLAND, OKLA. (129). Brother C. C. Woodfill of Local 129, Frisco Railroad, retired on October 31 after completing 45 years of service. "Woody" has worked in nearly every facet of the signal department all over the entire Frisco system.

He started to work in 1922 and began his signalman's classification in 1929 and at the time of his retirement was test foreman on the Southwestern Division at Tulsa, Oklahoma, a position he had held since 1947.

Woody could be classified as "The Signalman on the Frisco Railroad," having trained and worked with 95 percent of the employes, past and present. He will be missed. He will be at his home at 1416 North Urbana, Tulsa, Oklahoma. G. E. COLLINS

Rock Island

MARLOW, OKLA. (17). The regular meeting of Local 17 was held in El Reno, Okla. on November 11 and was called to order by Chief Signalman W. L. Stickley at 1:00 p.m. with the following members present: C. H. Tulgren, R. J. LaFoe, R. G. Fuller, G. Jameson, C. E. Bouteller, M. W. Kiser, General Chairman A. E. Ketterman and retired General Chairman R. A. Watkins. This is a good turnout considering we have no more passenger trains to ride and all Brothers have to drive to the meetings.

The minutes of the last regular meeting were read and approved. Signal Foreman R. G. Fuller gave a nice report concerning his gang and the removal and spacing of signals on the Panhandle Division.

Brother Ketterman gave us the facts concerning the merger with the C.B.&Q. General Committee. After discussion among the Brothers present, the following motion was presented and carried, that we raise dues $4.00 per quarter per man for per capita tax to General Committee and that other Locals, namely, 23, 78 and 183, be notified and requested to act in a like motion in order for the Rock Island Lines General Committee to maintain a full time General Chairman, and report back to the Secretary of Local 17.

If the above motion carries on the majority of the Locals, it was moved, seconded and carried that we raise the dues of our local $1.00 per quarter per man to be retained in local funds.

Brother Ketterman presented Brother Watkins with a $25.00 gift certificate from Local 78 and Brother Stickley presented him with a check for $25.00 for his long and faithful service to the Brotherhood.

No further business appearing, the meeting closed at 3:45 p.m.

M. W. KISER

L&N General Committee Holds Annual Meeting

The Louisville and Nashville General Committee held its regular annual meeting October 21, 1967, at the Holiday Inn in Louisville, Kentucky. Those present were P. E. Brumfield, newly elected local chairman of Local 71, who replaced C. W. Vaughn, Jr., who is now General Chairman; C. E. McNeil, chairman of Local 158; Clifton Webster, chairman of Local 176; J. L. Conway, chairman of Local 178; R. B. Riggs, chairman of Local 207; E. L. Oliphant, chairman of Local 208, and J. B. Cahal, chairman of Local 215.

Visitors at the meeting were Vice President T. H. Gregg, J. T. Bass, former General Chairman of the L&N General Committee, now Grand Lodge Representative assigned to Grand Lodge Headquarters, and W. L. Harlow, secretary-treasurer of Local 176.

The meeting was called to order by General Chairman Vaughn and turned over to Vice President Gregg.

Brother Gregg discussed with the Committee the Award of Arbitration Board No. 298 and its application in general.

Those attending the L&N General Grievance Committee meeting are shown above. From left to right, they are: Local Chairmen C. E. McNeil (Local 158), P. E. Bromfield (Local 71), J. D. Cahal (Local 215), J. W. Conway (Local 178), and E. L. Oliphant (Local 208), General Chairman C. W. Vaughn, Jr.; Grand Lodge Representative J. T. Bass; Vice President T. H. Gregg; and Local Chairmen C. Webster (Local 176), and R. B. Riggs (Local 207).

The morning session of the Committee ended at noon and the Committee was served lunch in the meeting room.

At the afternoon session, each local chairman spoke and pledged his Local's support to the new general chairman. Brother Bass thanked the members of the General Committee and the entire membership of the L&N for their support and devotion to the Organization while he was General Chairman and asked that they support Brother Vaughn with the same zeal. He also thanked Vice President Gregg for his support and assistance during the 7 years he had been General Chairman, then quickly went over the major improvements in the Agreements made while he was Chairman of the Committee.

The Committee wishes to express its confidence in and support of our new President, Brother C. J. Chamberlain. The L&N membership looks forward to many successful years with him as President of the BofRS. They wish both he and Brother P. T. Drummond, newly elected secretary-treasurer of Grand Lodge, the very best in their new positions.

The meeting ended at 3:00 p.m. The Committee instructed the General Chairman to hold the next meeting of the Committee in Louisville, Kentucky, at a place of his choosing.

Norfolk & Western

DECATUR, ILL. (55). Around the country with the gangs—the Homer Duff gang is at North Kansas City on the interlocker job; the P. E. Dawson gang, now in charge of T. K. Fitzpatrick, is at Manhattan, Illinois on the automatic interlocker job; the W. B. Ritchie gang is at Brisbane, Illinois on a flasher job; and the Stanley Vitek gang is at Huntington, Indiana on the TCS job.

With the test foremen—F. G. Bartley is working east out of Decatur, Illinois; J. F. Lawrence is working at Springfield, Illinois; T. L. Polley is working at North Kansas City, Mo.; L. L. Streeb is working between St. Louis, Mo. and Moberly, Missouri; J. W. Sharp is working east of Fort Wayne, Indiana; and H. E. Martin is working west of Peru, Indiana.

H. D. Hammer has bid in the lead signalman position on the relay car which was formerly held by L. L. Streeb, who bid in a test foreman job. Homer Duff has bid in the foreman job on the North Kansas City gang, which was formerly occupied by both Stanley Vitek and L. L. Streeb. Brother Vitek now has Gang 901 on the east end, W. B. Ritchie has Gang 903 and T. K. Fitzpatrick has Gang 902.

We had a very nice picnic at the old Ed Downs place on the river near Delphi, Indiana on August 20 with an attendance of 62 persons, including Vice President C. S. Chandler and family; Brother Carl Davis and wife; some of our former members, and Supt. of Signals on the Monon Railroad Co., Mr. Wayne Gorham and wife. Of course, there was plenty food and everyone seemed to enjoy himself, while we renewed old acquaintenances and visited with everyone.

Brother Sam Martin and I attended the Convention from August 14 to August 19 and feel that we learned much and accomplished something from discussing various subjects and working with our fellow members. There was one thing in particular we were impressed with and that was no matter how much one party disagreed with another they all acted like gentlemen in resolving the problems before them.

We also feel that with our new president and other officers we will move forward and attack the problems as they come before us with even greater determination than before and as we move ahead we will have problems.

We had a very good meeting in Moberly, Missouri with 11 members present in addition to retired Brother Chester Green, who we are always glad to have at our meetings. The various subjects of the day and the events that have transpired since our last meeting were discussed with interest. One of much interest was the implementing agreement of September 8, 1967 in regard to wage guarantee under the terms of the January 10, 1962 Merger Agreement. It is important that we move ahead as rapidly as possible if we are to get our adjusted wage claim in to the carrier, if any, as this will be a continuing project.

As we approach the holidays and the new year, we wish all the Grand Lodge Officers and their families, the people we worked with at the Convention, the Brothers who will be retiring before the next Convention who have contributed so much to our cause, and all of our friends and acquaintances everywhere the happiest of holidays and the best of luck in the New Year.

"The only commodity on earth that does not deteriorate with use is knowledge."

J. F. Poundstone

Dinner Honors Retired Signal Supervisor

LONGMONT, COLO. A number of present and past railroad employes honored E. H. Jobe with a dinner at the Imperial Hotel in Longmont. Mr. Jobe was presented a transistor radio as a gift from his friends and afterward he offered this very interesting summary of his work in the signal service:

"I worked as a farm hand earning 6 to 8 dollars a month, including room and board. I applied April 1, 1905 for a job at the signal supervisor's office of the Pennsylvania Railroad at Pittsburgh, Pa. and was employed as a lamp man at 19.2¢ per hour, 10 hours per day. Coal oil lamps were used for night indication of automatic semaphore at that time. After three months as lampman, I was transferred to the signal maintenance and construction gang.

"The management of the Crestline Division adopted the policy of promoting only those having a technical education. At this time I was getting 22.2¢ per hour, 10 hours a day. I resigned my job for which I was harshly criticized. All we saw of Colorado in those days was picture post cards showing them digging trains out of the snow banks and rioting cowboys and they thought I could not stand the winter blizzards.

"Ignoring all their criticism I immediately took a train for Denver. On Sep-

Those attending a dinner to honor E. H. Jobe are, from left to right: Seated—B. A. Fox, E. H. Jobe, and R. H. Williams. Standing—Otis H. Brown, K. R. Marquardt, J. J. Polosky, P. J. Mantey, Frank I. Ayer, D. H. Schnebley, W. M. Underwood, Charles Faltz, Orville D. Johnson, W. J. Johnson, and Boyd T. May.

tember 24, 1907 I applied to Signal Supervisor Pollock of the Colorado Division for a job and was immediately assigned to work.

"For 13 months I maintained signals at LaSalle, Colo. and then was transferred to Sterling as Asst. Signal Supervisor. This position I held until the resignation of Signal Supervisor Dahlstrom and I was appointed signal supervisor. But I immediately requested that I be permitted to resume my job as Asst. Supervisor at Sterling, Colo. The request was granted 9 months later and I retired on December 31, 1942.

"Since then I have employed my time gardening, choring for the neighbors, reading and a couple of trips to Toronto, Canada and California to visit brothers. But now that a fellow is pushing 88 years, there is no place like home.

"I am still pondering what I did during those years to deserve the honor bestowed upon me as manifested by the gathering of the men at the dinner at the Imperial Hotel. But I must tell you, your beautiful present, your sincere good wishes are valuable treasures to me, treasures I can cherish throughout my declining days and I humbly and sincerely thank you, one and all, for this lovely expression of your good will and may death alone terminate it."

It was a real pleasure to be able to recognize the distinguished service of such a man as Mr. Jobe.

W. J. JOHNSON

Rock Island

HUTCHINSON, KANS. (78). Our 102nd meeting held at Dalhart, Texas on November 4, 1967 was well attended with the following members present: General Chairman A. E. Ketterman; C. M. Rigg, A. L. Martin, J. J. Stokes, A. A. Curtis, E. L. Rollings, V. K. Bevan, L. E. Case, G. C. Henley, and A. L. Baker.

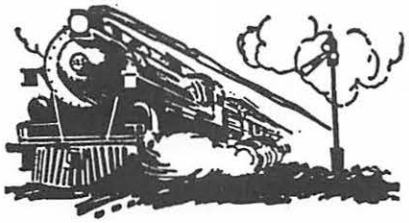
There were also three visitors present, Brothers G. A. Smith and O. E. Robbins from Local 23 and Brother R. G. Fuller from Local 17. We appreciate them taking the time to attend as it is certainly beneficial to all concerned to have others express their viewpoints on some of the subjects of discussion brought out at these Local meetings.

The application of John D. Allpress for membership was presented and approved.

Brother Ketterman requested that his resignation as Local Chairman for Local 78 be accepted. It was so moved, seconded and carried. A big vote of thanks was expressed by all present to Brother Ketterman for his service in this capacity for the past 18 years.

Brother E. L. Rollings was elected to serve out the unexpired term of Local Chairman for Local 78. Brother Rollings' current address is 211 North E Street, Herington, Kansas 67449.

There was much discussion on many subjects at this meeting which is difficult to put into a transcript. About the only way to get the full benefit of these discussions is to actually be in attendance at these meetings.



It was decided to have the next regular meeting of Local 78 at Pratt, Kansas at 1:00 p.m. on February 3, 1968.

L. E. CASE

Santa Fe

McPHERSON, KANS. (33). Our latest meeting of Local 33 was held in Newton, Kansas on November 4. There were only 11 members present, with "Baldy" Roberts having control of the meeting.

General Chairman Bill Lewis was present and gave his usual excellent interpretation of issues that have been decided, as well as future issues to be ruled on. Local Chairmen Page and Pulliam were present, however, Local Chairman Henry was not.

In fact, no representative from the Eastern Division or the Topeka shops was in attendance. It has been quite noticeable at the last few meetings that there has been a very small representation from the Eastern Division and the Topeka Shops.

Remember, Brothers, even though we don't always agree, you are always welcome to the meetings and you represent as much to the union as any of the other members. We do miss and need this representation when there are many issues to be decided.

Most of the discussion at this meeting centered on Brother Lewis's report on the new travel expense rulings. The proposed travel insurance and the new medical benefits movements were also discussed. There was some discussion on conditions of signal maintainers' offices, mainly mine.

One of the most important issues was advising the members to write their congressman protesting the cancelling of the mail contracts with the railroads. If you have not written your congressman, please do.

Brothers Pulliam, Rocky Roberts and R. D. Davidson were assigned to a committee to bring the by-laws up to date and report their recommendations to the Local for approval. These Brothers were picked for this job as they live in a close vicinity of one another.

The next meeting will be at Newton, Kansas, Railroad Savings and Loan Building at 9:30 a.m. on January 20, 1968. M. E. CRAFT

B.&O.—S.I.R.T.—W.M.

CONNELLSVILLE, PA. (31). A new Local Chairman, Thomas Anderson, has been elected on the SIRT. J. Esposito resigned from service.

Our meeting was held at Grant City on October 12, 1967. Nine of the 12 Signal Department members working on the carrier at this time attended. Such attendance indicates the lively interest the employes have in their own welfare as well as the problems confronting organizations generally.

At this time a large crossing elimina-

A. E. Lyon, left, former president of our Brotherhood and presently the labor member on the Railroad Retirement Board, was awarded a 40-year BofRS membership pin at the Board's Headquarters last month. President C. J. Chamberlain, right, admires the pin as Secretary-Treasurer P. T. Drummond looks on. Brother Lyon has been a member of our Brotherhood for 47 years.

tion project is in progress necessitating the installation of temporary crossing protection, the retirement of older protection, retirement and respacing of other signal facilities.

General Chairman H. C. Guscott was present and discussed the status of the recent award on benefits for travel time and expenses for away from home employes, the new move of September 1, 1967 involving improvement in sickness and injury benefits, also insurance for employes injured while on duty when driving company vehicles and/or their own cars. Since our job stabilization and guaranteed annual wage move is now being handled nationally there was nothing further to report since our last meeting in April.

A social hour was held following the meeting which was enjoyed by all and was a welcome addition to the meetings formerly held at St. George.

Our regular quarterly meeting was held Saturday, October 14, at Clarksburg, West Virginia, with 10 members in attendance.

Many items of interest were discussed. General Chairman H. C. Guscott explained the September 1, 1967 move to provide increased rate for sick leave, to extend insurance benefits to all who drive company vehicles, and to include the coverage of to-and-from work whether in company vehicles or privately owned automobiles.

Brother L. Hanlon, Jr., was elected to fill the unexpired term of Brother W. P. Chapman, deceased.

J. T. Gray, Cumberland Division, injured his right ankle while on duty at Philippi, W. Va. He was off duty several weeks but has returned to duty.

DALE LEONARD

Baltimore & Ohio

DAYTON, OHIO (94). Our regular quarterly meeting was held in the Durbin Hotel, Rushville, Indiana, on October 21. The meeting was opened by the First Vice Chief C. B. Fletcher, due to the absence of Chief Signalman G. J. Erford.

Fourteen officers and members answered to roll call.

Eight new members were voted upon and accepted.

Minutes of the last meeting were read and corrected by the recording secretary.

Grievances and claims were discussed and proposed solutions to these followed.

Report of sickness of members included Brothers Roy Kinder, St. Louis Division and Charles Barger, Toledo Division. Brother James Napper, Toledo Division, member of the maintenance unit, Dayton, Ohio, has returned to duty after being hospitalized. Local Chairman C. E. Root, Akron Division, has returned to duty following absence caused by an injury to his hand.

General Chairman H. C. Guscott and Brother C. B. Bruno reported on procedures of the Triennial Convention for proposing amendments and changes in the Constitution. Revision of our by-law covering election of local lodge officers will be voted on at our next meeting. They also related action taken for improved vacations, improved sick leave and benefits, and discussed the wage increase that will become effective in January 1968.

Reading of the bills and financial report by the secretary stood approved as read.

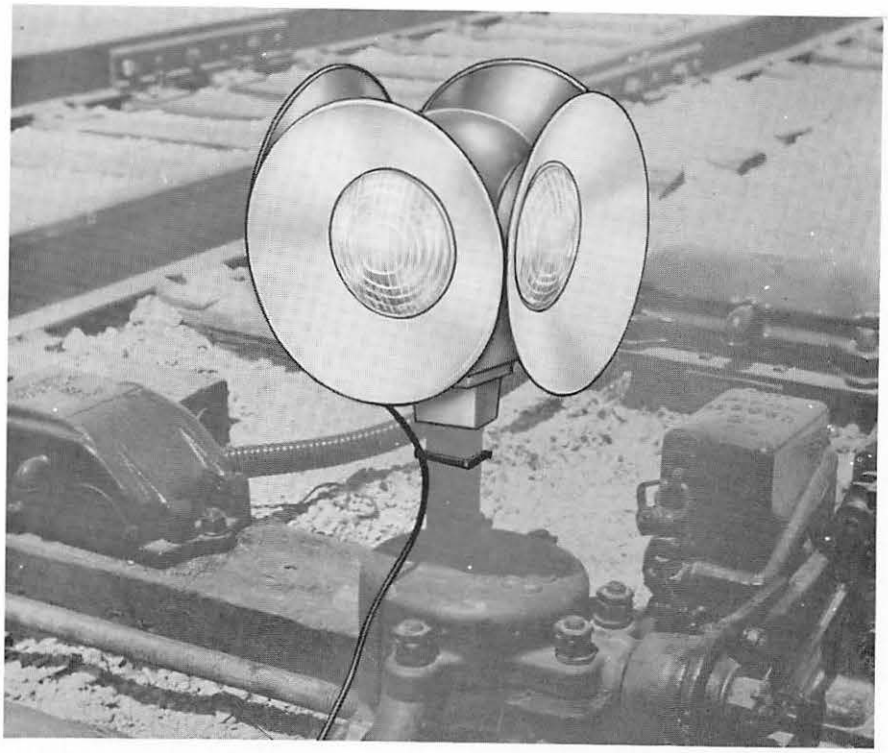
There being no further business the meeting closed in due form about noon.

Our next meeting will be held on January 20, 1968 in the Sheraton-Gibson Hotel, Cincinnati, Ohio.

G. F. HAMMOND

Obituary

Wilford Lichtenburg, retired member of Local 103, Chicago, Burlington & Quincy Railroad, passed away August 9. He was 78.



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Brother Lichtenburg had been employed as a foreman of the Aurora wire gang at the time of his retirement.

Survivors include his widow, Clara; his brother, Frank of Moline, Ill.; a sister, Mrs. Margaret Melin of Manteca, Cal.; and several nieces and nephews to whom the officers and members of Local 103 extend their deepest sympathy.

G. R. WEBSTER

George Jackstadt, retired member of Local 54, Central R.R. of New Jersey, passed away May 1. He was 74.

Brother Jackstadt was employed as an assistant signalman at Jersey City, New Jersey at the time of his retirement July 15, 1967 after completing 31 years of service.

The officers and members of Local 54 extend their deepest sympathy to the surviving members of his family.

ED.

William Thompson, retired member of Local 147, Delaware & Hudson Railroad, passed away. He was 67.

Brother Thompson was employed as a signal maintainer at Rouses Point, New York at the time of his retirement April 1, 1962 after completing 42 years of service.

The officers and members of Local 147 extend their deepest sympathy to the surviving members of his family.

ED.

Phillip O'Connor, retired member of Local 54, Central R.R. of New Jersey, passed away. He was 72.

Brother O'Connor was employed as an assistant signalman at Bethlehem, Pennsylvania at the time of his retirement January 1, 1961 after completing 30 and a half years of service.

The officers and members of Local 54 extend their deepest sympathy to the surviving members of his family.

ED.

J. P. Rose, retired member of Local 14, Grand Trunk Western Railroad, passed away. He was 70.

Brother Rose was employed as a signal maintainer at Durand, Michigan at the time of his retirement October 27, 1958 after completing 44 years of service.

As a member he held the offices of Chief Signalman, Recording Secretary, and Local Chairman.

The officers and members of Local 14 extend their deepest sympathy to the surviving members of his family.

ED.

Nevin E. Shaffer, member of Local 26, Reading Co., passed away October 28, 1967. He was 66.

Brother Shaffer started his signaling career with the Reading on the Shamokin Division on May 25, 1925 and advanced to maintainer on April 19, 1937. At the time of his illness, March 2, 1967, he held the position of signal maintainer at Muncy, Pennsylvania.

He is survived by his widow, a son, and two grandchildren to whom the officers and members of Local 26 extend their deepest sympathy.

L. VANINO

Howard A. Smith, member of Local 31, Baltimore & Ohio Railroad, passed away October 16.

Brother "Pete," as we knew him, started his signal career in 1943, working in all classes up to that of signal foreman, the position he held at the time of his passing. Brother Smith worked in construction on several divisions on the Eastern lines.

Brother Pete will be missed by all who worked with him and knew him as he was, always the life of the group wherever he was and apparently never a dull moment even though we now know he was feeling tough many times.

He was a Scout Master for many years and president of a Volunteer Fire Co., a member of St. Vincent De Paul Church, Leisenring, Pa.

Survivors include his widow and two daughters to whom the officers and members of Local 31 extend deepest sympathy.

G. A. LOZIER

John V. Ashton, retired member of Local 18, Pennsylvania Railroad, passed away March 30. He was 78.

Brother Ashton was employed as a signal maintainer at Philadelphia, Pennsylvania at the time of his retirement in September 1951 after completing 40 years of service.

The officers and members of Local 18 extend their deepest sympathy to the surviving members of his family. ED.

W. F. Schultz, retired member of Local 43, Chicago & North Western Railway Co., passed away recently. He was 66.

Brother Schultz was employed as a signalman at Boone, Iowa at the time of his retirement January 16, 1960 after completing 42 years of service.

The officers and members of Local 43 extend their deepest sympathy to the surviving members of his family.

ED.

R. F. Troedson, retired member of Local 123, Chesapeake & Ohio Railway Co., Pere Marquette District, passed away. He was 66.

Brother Troedson was employed as a system relay repairman and signal maintainer at Lansing, Michigan at the time of his retirement on January 1, 1947 after completing 28 and a half years of service.

Brother Troedson was an active member of the local and served as Recording Secretary prior to his retirement.

The officers and members of Local 123 extend their deepest sympathy to the surviving members of his family. ED.

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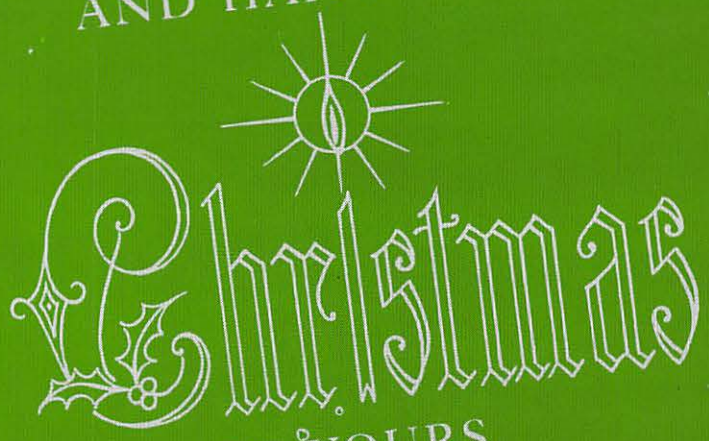

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